

**Industry Day Meeting Minutes For
Corrosion Control Paint Facility Robins AFB GA, FY04, UHHZ003011 and
Corrosion Control De-paint Facility Robins AFB GA, FY03, UHHZ003014**

1. An Industry Day for the Corrosion Control Paint Facility Robins AFB GA, FY04, UHHZ003011 and Corrosion Control De-paint Facility Robins AFB GA, FY03, UHHZ003014 was held at the Museum of Aviation adjacent to Robins Air Force Base GA on 29 January 2003 at 0830 hours. The Engineering firm of Burns & McDonnell who are developing the projects Request for Proposal (RFP) facilitated the conference. The purpose of the conference was to:
 - Provide industry with project goals
 - Provides open forum for exchange of ideas
 - Encourages discussion
 - Shares an understanding of needs & wants
 - Identifies issues & proposed technologies/solutions
 - Exchange Contact Information
2. The attendance /sign in sheet is attached.
3. The conference was started with Burns & McDonnell giving the "Industry Day – Corrosion Control De-Paint and Paint Facilities" presentation and "Industry Day – Facility Overview" presentation. Both presentations have been attached.
4. The following project specific information was reviewed:
 - Request for Qualifications: Feb-March time frame
 - Qualifications: 30 days
 - Short List Selection: 7 days
 - Design/Proposal: 45 days
 - Construction schedule will be addressed in the RFP
 - Three qualified firms will be offered the opportunity to provide technical proposals. A stipend will be offered to the two unsuccessful firms who submit responsive technical (Phase II) proposals however are not awarded the construction contract.
 - RFP will have a base bid (FY03 project, De-Paint Facility) and three bid options (FY04 De-Paint Equipment; FY04 Paint Facility; FY04 Paint Equipment).
 - The successful contractor will provide all equipment. No Government furnished/Contractor installed equipment is anticipated.
 - The project design philosophy is to provide a performance type RFP to allow flexibility by the proposers to provide innovative design solutions. RFP will include two technical sections (De-Paint and Paint) but will not include facility floor plans (general site plan will be included). Specifications will be "performance based" to allow proposer to offer the best overall design concept. The RFP will indicate the total available funding for this project and the proposers will be asked to provide the best facility value within the funds allowed. There will be minimum requirements, preferred enhancements and options specified in the RFP. The Source Selection Evaluation Board will select a proposal based on best value. RFP will include evaluation criteria to allow proposers to determine the user's perceived "best value".
 - Project will also involve demolition of existing structures, relocation of one structure, and a small renovation/addition to a separate facility. This will be described in the RFP.
 - RFP will specify governing building codes.
 - An Environmental Impact Study has been performed for this site.

- It is anticipated that this project will not include disposal of contaminated soil.
- It is anticipated that this project will include asbestos removal and disposal
- RFP will include a topographic survey, preliminary geo-technical report, and fire water flow test. RFP will list permits required for construction. An air permit has been started by the Robins AFB GA Base Civil Engineer.
- It is anticipated that a Leadership in Energy and Environmental Design (LEED) rating of 21 will be required for this facility. RFP will indicate what LEED items shall be incorporated.
- RFP will address the areas of the aircraft that require access. User likes the flexibility of tele-platforms for aircraft access.
- Force protection issues for these facilities shall be addressed by the proposers.
- Proposers will be able to schedule a site visit thru the Savannah District Corps of Engineers. POC information will be provided in the RFP.

5. The following general issues were discussed:

- Can Design/Proposal schedule be increased? At this time a schedule increase is not be anticipated.
- If final geo-technical report is different than preliminary information given in the RFP, requiring a different design than what was proposed, will the contract be adjusted? RFP will address this concern.
- Question about exterior panel thickness. Pope AFB C-130 Corrosion Control Facility (CCF) - RFP indicated 20-gage panel, which is proprietary to one manufacturer. Lessening requirement to 22 or 24-gage panel resulted in significant cost savings. Comment noted.
- Charleston AFB, C17 CCF- did not require liner panel on inside of hangar. Comment noted.
- Savannah District Corps of Engineers will require a Value Engineering (VE) Study be performed during the design process of this facility. VE items will be identified as possible items to incorporate. Should proposers include cost of drawing revisions due to VE items? VE will take place early in design (about 35%) so drawing modifications should not be an issue.
- Question about 100% performance based RFP – potential for changes during design due to user comments about aesthetic requirements? RFP will require compliance with base standards for building exterior. Interior will be defined in RFP with Room Data Sheets, indicating room finish, etc. to remove as much ambiguity as possible. After selection, D/B contractor will have to interface with the User to adjust floor plan. Most important part of facility is the process and process related spaces (dry media stripping system (DMSS) equipment, clearance around aircraft, maintainability, usability, maintenance access, etc.); office spaces are nominal.

6. The following non-process related issues were discussed:

- Is a pre-engineered metal building anticipated? Design is up to proposer, but an engineered specialized structure is likely.
- Is laminar airflow required? Uniform airflow across the cross section of the hangar is required for paint and de-paint hangars. RFP will specify minimum airflows; currently paint = 60 fpm, de-paint = 80 fpm. RFP will not design/dictate airflow direction. Proposers will be able to provide an innovative solution.
- Is air-conditioning required for the hangars? Current requirement is heating and ventilating only in the hangars, no air conditioning. Comfort cooling is required for the ancillary shop/office spaces as applicable.
- Will Burns & McDonnell (B&McD) be available to answer questions during the 45-day design/proposal period? All questions will be directed to the Savannah District Corps of Engineers. B&McD will be available to assist the Savannah District Corps of Engineers in answering questions.

- Does User have any specific requirements for hangar doors (stacked to one side, open to hangar, door pockets, etc.)? Not addressed at this time. Any specific requirements will be incorporated into the RFP documents.
- What are the process flow times for painting and de-painting? RFP will specify process for painting and de-painting the aircraft, number of planes per year, etc.

7. The following process related issues were discussed:

- User described process for de-painting the aircraft. 20 people will blast at one time, but many more than 20 blast stations are required. Want to minimize flow time to blast the C-5 aircraft. Want to have easy access to aircraft (tele-platforms). Requirements will be defined in the RFP.
- Is there any government furnished equipment? None anticipated. The contractor will provide all equipment.
- Blast media is Type V plastic media.
- Process flow rate (turn around time of aircraft) will be described in the RFP.
- Aircraft clearances will be specified in the RFP.
- Is a centralized control room required for the DMSS controls? To be determined by the proposer. If required or desirable for DMSS operation, then a separate control room shall be considered. RFP will indicate performance criteria; will not dictate a floor plan with specific room sizes, etc.

8. There being no further questions the conference ended at 1145 hours 29 January 2003.